

Pub.302 sup.

Sailing Directions for Northwest Coast of Honshu

Supplement No.7

2 October 2026



Japan Coast Guard

Explanatory Notes

Sailing Directions for Northwest Coast of Honshu - Supplement No.7 is issued to correct outdated information in Publication No.302 Sailing Directions for Northwest Coast of Honshu which was published in March 2023.

This supplement contains information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 17 April 2026.

The instructions for amending, deleting or adding to the previous issues are indicated in this supplement. This supplement also contains an index to be referred to the pages on which they are mentioned. The index is listed in numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on grey background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be deleted, replaced or added are instructed in [square brackets].

Each sheet of the supplement is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

2 October 2026

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

Especially for up-to-date information concerning the safety of navigation instructed by the Japan Coast Guard (JCG), please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the JCG publicises information that could affect the safety of navigation and environmental protection by issuing Notices to Mariners (NTMs) and Navigational Warnings (NWs), and publishing such information on the JCG charts and in other nautical publications, based on laws, regulations, proclamations, charts, NTMs, NWs issued by countries concerned as well as reports made by ships.

Sailing Directions published by the JCG are intended solely for the purpose of providing information for safe navigation. The contents included in the Sailing Directions do not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

Sailing Directions for Northwest Coast of Honshu

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101	Kanazawa Ko	The said page of supplement No.6 is cancelled.
112	Fushiki-Toyama Ko Kokubu Ku and Approaches	The said page of supplement No.4 is cancelled.
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130	Niigata Ko Higashi Ku and Approaches	The said page of supplement No.3 is cancelled.
141	Akita-Funagawa Ko Akita Ku	The said page of supplement No.6 is cancelled.

Withdrawn Nautical Charts Referenced in Pub.302

The nautical charts in English (JP charts) listed in the left column of the table below have been withdrawn. In Publication No.302 Sailing Directions for Northwest Coast of Honshu (including any Supplements), these JP chart numbers should be replaced with the corresponding chart numbers prefixed with “W”.

Pub.302 Withdrawn Nautical Charts		
JP Chart No.	Title	Corresponding W chart No.
JP10	TSUGARU KAIKYO	W10
JP120	NOTO HANTO AND APPROACHES	W120
JP139	TOTTORI KO TO FUKUI KO	W139
JP145	NIIGATA KO TO OGA HANTO	W145
JP148	AKITA-FUNAGAWA KO AKITA	W148
JP149	TSUNO SHIMA TO TAISHA KO PLAN:ESAKI KO	W149
JP201	KURARA SETO TSUNO SHIMA	WP201
JP1155A	WESTERN PART OF NIIGATA KO	W1155A
JP1155B	EASTERN PART OF NIIGATA KO	W1155B
JP1162A	FUSHIKI-TOYAMA KO FUSHIKI, FUSHIKI-TOYAMA KO TOYAMA FUSHIKI-TOYAMA KO FUSHIKI FUSHIKI-TOYAMA KO TOYAMA	W1162A
JP1162B	FUSHIKI-TOYAMA KO SHINMINATO	W1162B
JP1163	WAJIMA KO TO TOYAMA WAN	W1163
JP1169	FUKUI KO TO WAJIMA KO	W1169
JP1172	TAISHA KO TO TOTTORI KO	W1172
JP1180	SADO KAIKYO AND APPROACHES	W1180
JP1192	OGA HANTO	W1192
JP1195	OGA HANTO TO HAKODATE KO	W1195
JP1197	APPROACHES TO NIIGATA KO	W1197
JP1266	KANMON KO SHIRA SHIMA AND APPROACHES	W1266

Graphical information.

Weather charts created by the Japan Meteorological Agency are broadcast by the agency's meteorological facsimile service (JMH).

Call sign	Class of emission	Frequency (kHz)
JMH	F3C	3622.5
JMH2		7795
JMH4		13988.5

Other information services can be obtained through NHK **AM radio broadcasts (in Japanese)**, and the facsimile broadcasting by Kyodo News.

Marine Weather Information Service. Local meteorological and oceanographic condition such as wind direction and speed, atmospheric pressure and wave height have been observed at 132 major navigation sites all over the nation. The most updated information obtained at those sites is available via phone and also posted on the internet for ensuring the safety of the navigation and marine leisure, e.g., pleasure boating and fishing, in the coastal area. The list of the observation sites and reference of traffic signs can be referred in *Vol. 1 List of Aids to Navigation* in Publication No.411.

Weather information offices. Weather information offices of the JMA for the areas covered by this volume are as follows:

Headquarters (Phone number)	Remarks
Sapporo Regional Headquarters (+81-11-676-5025)	Automated voice guidance (in Japanese)
Sendai Regional Headquarters (+81-22-290-5320)	
JMA Headquarters (+81-3-5422-1018)	
Osaka Regional Headquarters (+81-6-6949-1300)	
Fukuoka Regional Headquarters (+81-92-401-0950)	

Maizuru-shi Phone: +81-773-76-4100	Maizuru (+81-773-76-4120)	Kasumi (+81-796-36-4999)		
		Miyazu (+81-772-22-0118)		
	Sakai (+81-859-42-2532)	Tottori (+81-857-32-0118)		
		Oki (+81-8512-2-4999)		
	Hamada (+81-855-27-0770)			
9th Regional Coast Guard Headquarters Address: 1-2-1, Misaki Cho, Chuo Ku, Niigata Shi Phone: +81-25-285-0118	Niigata (+81-25-247-0118)	Joetsu (+81-25-543-4118)		Niigata (+81-25-273-8118)
		Sado (+81-259-27-0118)		
	Fushiki (+81-766-45-0118)			
	Kanazawa (+81-76-266-6118)			
	Nanao (+81-767-52-9118)	Noto (+81-768-74-8118)		
		Toyama (+81-76-426-2118)		

* Please note that the subordinate departments marked with asterisk hold jurisdictions over the area covered in this volume, even though they are located outside of the limitation of the coverage area.

Patrol vessels and aircrafts are deployed in each station listed above to conduct maritime search and rescue operations.

Communication Services of the Japan Coast Guard

The coastal stations of JCG conducts ship-to-port communication and communication with vessels obligated position reports prescribed in the Japanese Ship Reporting System (JASREP), and also provides information on maritime traffic, weather, navigational warnings and navigational notification; e.g., movement of a large vessel. In emergency cases such as casualties, natural disasters and distress, the coastal stations communicate with vessels through radiotelephone. The detailed information of each coastal station are listed below:

Coast station	Call sign	Call name	Hours of operation	Telephone number
MOJI	004310701	MOJI COAST GUARD RADIO	24 hours	+81-93-321-2931
MAIZURU	004310801	MAIZURU COAST GUARD RADIO		+81-773-76-4100
NIIGATA	004310901	NIIGATA COAST GUARD RADIO		+81-25-285-0118
SHIOGAMA	004310201	SHIOGAMA COAST GUARD RADIO		+81-22-363-0111
OTARU	004310101	HOKKAIDO COAST GUARD RADIO		+81-134-27-6172

Japanese Ship Reporting System

Japanese Ship Reporting System (JASREP) is a voluntary mutual rescue system operated by JCG. The operation manual is summarised in the tables below.

URL <https://www.kaiho.mlit.go.jp/mission/kainan/jasrep.html> (in Japanese)

Outline of the system

Purpose	To ensure efficiency of search and rescue operations ascertaining the movement of ships based on their position report in case of accidents.
Service area	The area of this system is designated within the waters N of the parallel of 17° N and W of the meridian of 165° E.

Eligibility for participation	Vessels having capability of reporting their position information. The details of the reports are described in the table below.
Participation process	Participation in the system starts at the time when a sailing plan in the following table is submitted, and ends when a final report is submitted.

Description of reports

Type of report	Timing to send out reports	Contents of reports
Sailing Plan	When a vessel departs from a port within the area covered by a system or when a vessel enters the area covered by a system.	· Vessel's name · Call sign · Date and time of a vessel departs from a port covered by a system or a vessel enters the area covered by a system · Name of the destination port and ETA · Complete route information and speed
Position Report	Within 24 hours of departing port or within 24 hours of the submission of the last Position Report.	· Vessel's name · Call sign · Date, time and current position
Deviation Plan	When voyage plan changes.	· Vessel's name · Call sign · Items changed from the original plan
Final Report	When a vessel arrives at destination. or when a vessel leaves the area covered by a system.	· Vessel's name · Call sign · Date and time of a vessel arrives at the destination port covered by a system or a vessel leaves the area covered by a system

- Vessels engaged in voyage can participate in JASREP if submitted Sailing Plan. Also, vessels can terminate participation even before arriving final destination or leaving the coverage area if sent a Final Report.
- Automated Mutual Assistance Vessel Rescue System (AMVER) is a reporting system operated by the United States Coast Guard which cooperate with JASREP. Reports from the vessels participating AMVER will be forwarded JASREP when filled JASREP in Y line. Likewise, reports from the vessels participating JASREP will be forwarded AMVER when filled AMVER in Y line.
- Ships sending weather reports to Japan Meteorological Agency (JMA) can omit Position Report to JASREP if entered OBS in X line of Sailing Plan, Deviation Plan and Final Arrival Report. Weather reports will be forwarded to Japan Coast Guard (JCG) and JCG obtains position information from them.

How to report and where to contact. Reports can be submitted by using the following methods: VHF radiotelephone (International VHF) to the coast radio stations of JCG, E-mail to the Operations Center of JCG Headquarters, or telephone or written submission to the nearest local JCG office.

E-mail jasrep@jcgcomm.jp

Telex No. 72 222 5193 JMSAHQ-J

Inquiries on JASREP. For inquiries on JASREP, please contact Guard and Rescue Department, Japan Coast Guard (Address: 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8976, Japan. Phone number: +81-3-3591-6361 extension 5323 [Operations Center], 5920 [Search and Rescue Division]), or, nearest Coast Guard Office or Station.

Reporting format and the information related to JASREP are available through following website.

URL <https://www.kaiho.mlit.go.jp/info/jasrep/english/english.htm>

- A stationary net extending about 0.8M is laid from Benten Saki ($34^{\circ} 35.0' \text{ N } 131^{\circ} 33.2' \text{ E}$) in a NW direction.
- A stationary net extending about 0.5M is laid from the coast about 1M E of Koyama Misaki in a NE direction.

Fukawa Wan ($34^{\circ} 23.6' \text{ N } 131^{\circ} 09.8' \text{ E}$) (Chart W136)

Outline. Fukawa Wan is a bay opened to the N, entered between Ima Misaki, which is located 8M ESE of Kawajiri Misaki, and NW point of Omi Shima. The inlet extends SE for about 3M, with an entrance of 2M in width. The water depth is about 40m at the bay entrance and gradually shallowing towards the head of the bay. The bottom is sand and gravel. The head of the bay is pebble beach.

The bay is sheltered from all winds except those from northerly direction when northerly winds are blowing. Vessels can take anchorage in deep water, but reportedly, the bay affords poor holding ground with a thick growth of seaweed. Senzaki Seto is on the E coast of Fukawa Wan and continues to Senzaki Ko.

Senzaki Wan ($34^{\circ} 24.5' \text{ N } 131^{\circ} 14.5' \text{ E}$) (Chart W1177)

Outline. Senzaki Wan, located S of Omi Shima, is a bay opened to the E, entered between Sasa Shima and its S opposite shore. The inlet extends for about 4M, with a width of 1 to 2M.

The depth of the water is between 20 and 35m. The bottom is sand and mud. The S and N of the bay afford good anchorages depending on the wind direction.

The W coast of Senzaki Wan, off Ohibi, with a depth of 10 to 20m, is sheltered from the winds blowing from between W and N and affords a good holding ground for vessels of 2,000t or less.

Care must be taken in the following vicinity. There is an aquaculture facility about 400m SW of Ko Shima, and also there are **a** fish preserve and **five** associated **white** lighted spar buoys about 1,000m to 2,500m offshore SW of Kayoi, on the SE coast of Omi Shima on the northern side of Senzaki Bay.

Hodome-no-Seto ($34^{\circ} 25.0' \text{ N } 131^{\circ} 15.8' \text{ E}$) is used by vessels of 1,000t or less.

Directions. Lighted marks are provided insufficiently, and that makes entering harbour at night difficult.

Vessels should navigate one of the following passages when approaching the anchorages at night: between Nonokakari Guri, NE of O Shima, and Kabe Iwa; between Saoso, with a light buoy on its E side, and Kuro Shima; between Ka-no-Shima and Mitsugo Iwa.

Omi Shima

E part of Omi Shima, seen from the N



Overhead bridge. There is an overhead bridge called Hamada Marine Bridge (34° 53.8' N 132° 03.7' E, about 18m in vertical clearance) spanning the Gyoko Wharf and Seto-ga-Shima.

Cautions for entering the port. Vessels should keep clear of dangerous reefs including Tsurushima Guri and a submerged jetty lying in the passage between Uma Shima and Seto-ga-Shima.

Uma Shima Breakwater, which extends NE from the NE coast of Uma Shima, has a considerable height. Vessels should watch out for other vessels coming up behind Uma Shima Breakwater when entering and leaving the fishing port section.

In winter, high waves occur at the port entrance and render navigation difficult. A large number of fishing boats and ferryboats transporting fishing customers to the breakwater operate there when the weather is calm.

At night, Ko-Ise Shima (34° 54.0' N 132° 02.2' E, 1.5m in height) is illuminated from a spotlight of Umashima Light. However, it is not clearly distinguished when approaching from the N and E.

At the harbour entrance, other vessels entering or leaving the harbour are difficult to see due to the city lights in the background when approaching from the W.

Entry restriction. In order to prevent accidents due to ignition, general vessels are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, mooring in the harbour. Tanker carrying dangerous inflammable materials display a banner visible at night, reading *Dangerous Flammable Cargo Aboard*, when moored in the harbour.

Pilotage. As the Pilotage Law is not applied to Hamada Ko, pilotage is not compulsory. Private pilots are available upon request. (Inquiries: Hamada Koun Co., Ltd. Phone number: +81-855-27-0072). Private pilots board the vessel anchored near 304° 0.5M from the Hamada Ko Shakkuri Light Beacon or 270° 0.6M from the same light beacon.

Facilities. The Nagahama Wharf and the Fukui Wharf are situated on the W side and the E side of the port section respectively.

The Gyoko Wharf is situated in the middle of the fishing port section.

Facilities of the port section

Name		Position	Length (approx. m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
Nagahama Wharf	No.1 Quay	34° 52.6' N 132° 02.7' E	185	9 to 9.5	15,000 × 1	
	No.2 Quay	34° 52.6' N 132° 02.6' E	130	6.5 to 7	5,000 × 1	
	No.3 Quay	34° 52.6' N 132° 02.8' E	70	5 to 7	1,000 × 1	
	No.4 Quay	34° 52.7' N 132° 02.6' E	90	6	2,000 × 1	
	No1 – 3 material landing quays	34° 52.5' N 132° 02.5' E	Total 330	3 to 4.5	500 × 3	
Nagahama Pier		34° 52.5' N 132° 02.6' E	120	N side 3 to 7.5 S side 3 to 7.5		
Fukui Wharf	No.1 Quay	34° 52.7' N 132° 03.4' E	130	7 to 7.5	5,000 × 1	
	No.2 Quay	34° 52.7' N 132° 03.5' E	90	5 to 7.5	2,000 × 1	
	No.3 Quay	34° 52.9' N 132° 03.3' E	240	11 to 14	30,000 × 1	A crane.
	No.4 Quay	34° 52.8' N 132° 03.3' E	170	8	5,000 × 1	A gantry crane.

Facilities of the fishing port section

Name		Position	Length (approx. m)	Depth (approx. m)	Remarks
Gyoko Wharf	- 5m Quays	34° 53.5' N 132° 03.9' E	230	4 to 5	A wholesale market is located.
		34° 53.6' N 132° 03.8' E	420	4 to 5.5	The W side of Gyoko Wharf.
	- 4m Quay	34° 53.7' N 132° 03.9' E	380	3 to 3.5	The E side of Gyoko Wharf.
	- 6m Quay	34° 53.4' N 132° 03.6' E	570	5.5 to 6.5	

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Showa-North No.1 Quay		35° 33.0' N 133° 15.8' E	140	4.5 to 5.5	700 × 2	Jib crane × 1
Showa-North No.2 Quay			220		700 × 2	
Showa-South No.1 Quay		35° 32.3' N 133° 15.2' E	270	13	40,000 × 1	
Showa-South No.2 Quay			185	10	15,000 × 1	
Showa-South No.3 Quay			130	7.5 to 8	5,000 × 1	
Showa-South No.4 Quay			280	13 to 14	50,000 × 1	Gantry crane × 2
Nakano No.1 Quay		35° 32.2' N 133° 15.1' E	240	12	30,000 × 1	
Outer Harbour Wharf No.1 Quay		35° 32.9' N 133° 15.3' E	370	9	10,000 × 2	
Outer Harbour Wharf No.2 Quay			260	7.5	5,000 × 2	
Mooring Quay		35° 32.9' N 133° 14.4' E	980	3 to 7		Used by patrol vessels, regular service boats and ferries.
Inner harbour	No.1 Quay	35° 32.8' N 133° 13.4' E	200	6	3,000 × 2	
	No.2 Quay		91	4.5	1,000 × 1	
	No.3 Quay		163	4 to 5.5	3,000 × 1	
	No.4 Quay		130	6.5	3,000 × 1	
Takenouchi	No.1 Quay	35° 31.7' N 133° 15.2' E	100	7.5	2,000 × 1	
	No.2 Quay		100	7	2,000 × 1	
	No.3 Quay		100	7 to 7.5	2,000 × 1	
	No.4 Quay		130	7.5 to 8	5,000 × 1	
Takenouchi-South No.1 Quay		35° 31.4' N 133° 15.5' E	300	10	About 130,000t × 1	Used by cruise ship.
Moriyama Quay		35° 32.9' N 133° 13.1' E	300	2 to 4.5	700 × 5	
Tonoe No.1 Quay		35° 32.5' N 133° 12.9' E	300	3.5 to 6	700 × 5	
Tonoe No.2 Quay		35° 32.3' N 133° 12.6' E	300	3.5 to 4	700 × 5	
Nakano Quay		35° 32.1' N 133° 14.7' E	—	3 to 4	—	
Eshima No.1 Quay		35° 31.2' N 133° 11.5' E	165	9	10,000 × 1	
Eshima No.2 Quay			130	7.5	5,000 × 1	

In addition to the above, piers (No.1 – 4) are established in front of a petroleum terminal situated about 1km SW of Sakai Ko Breakwater Light.

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at Takenouchi-south No.1 Quay on 25 June 2023.

Safety measures during stormy weather. Sakai Coast Guard Office requests vessels to refrain from anchoring in order to prevent marine accidents caused by stormy weather (e.g., anchor dragging) in the sea area around Yonago Airport.

The area required to refrain from anchoring; the sea area within a circle of radius 3M centered on the Yonago Airport Aviation Light on the W side, excluding Miho Wan.

The period required to refrain from anchoring; From the time a wind storm or snow storm warning for Yonago region, Tottori Prefecture and/or Matsue region, Shimane Prefecture is issued (or expected to be issued) by JMA, until the warning is cancelled.

request. (Inquiries: Sakai Pilots Association. See *Chapter 6 PILOTAGE* in Part 1 for details.)

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Sendai	No.1 Quay	35° 32.5' N 134° 11.2' E	185	9.5	10,000 × 1	
	No.2 Quay	35° 32.5' N 134° 11.4' E	260	7	5,000 × 2	
	No.3 Quay	35° 32.4' N 134° 11.2' E	130	6.5 to 7	5,000 × 1	
	No.4 Quay	35° 32.3' N 134° 11.3' E	180	5.5 to 6	2,000 × 2	
	No.5 Quay	35° 32.3' N 134° 11.4' E	300	2.5 to 4.5	700 × 5	
	No.6 Quay	35° 32.2' N 134° 11.5' E	120	3.5 to 5	700 × 2	
	No.7 Quay	35° 32.1' N 134° 11.7' E	180	2.5 to 3.5	700 × 3	
	No.8 Quay	35° 32.5' N 134° 11.5' E	70	5	1,000 × 1	For dangerous cargo.
	No.9 Quay		60	4.5	700 × 1	For dangerous cargo.
Karo	No.1 Quay	35° 32.3' N 134° 11.2' E	90	3 to 5		For fishing boats.
	No.2 Quay	35° 32.2' N 134° 11.3' E	180	3.5 to 4		For fishing boats.
Nishihama	-4.5m Quay	35° 32.3' N 134° 10.8'E	560	3.5 to 5		For fishing boats.

Anchorage. The bottom is sandy, good holding ground, except where rocky bottom stretches between W breakwater, located S of Iso Shima (35° 32.5' N 134° 11.0' E), and Sendai No.3 Quay.

Cautions for anchoring. This port is narrow and not suitable for the anchorage of large vessels.

Maritime authorities and facilities.

Name	Telephone number
Tottori Coast Guard Station	+81-857-32-0118
Tottori Guard Post, Sakai Branch, Kobe Customs	+81-857-25-1115
Tottori Port and Harbour Office, Tottori Prefectural government	+81-857-28-2432

Supplies. Freshwater can be supplied. Fuel (type-A heavy oil) supply barges are available.

Medical facility.

Name	Telephone number	Remarks
Tottori Prefectural Central Hospital	+81-857-26-2271	

Ajiro Saki to Amarube Saki (Chart JP139)

Outline. The coast between Ajiro Saki and Amarube Saki has a distance of 13M, backed by cliffs with a height of 100m and more. There are several inlets of sandy beach between the stretches of cliffs.

The water depth around the shoreline deepen abruptly, and the shore is fringed with rocks. The coast, between Hamasaka Ko (35° 38.0' N 134° 26.8' E, Port code; JP HKJ) and Kasumi Ko (35° 39' N 134° 38' E) with Amarube Saki in the centre of them, is abundant in spectacular rocks and caves. There are sightseeing cruises departing from Hamasaka Ko and Kasumi Ko.

From W to E: Tajiri Ko (35° 36' N 134° 19' E, Port code; JP TJR), Igumi Gyoko (35° 37' N 134° 23' E), Moroyose Gyoko (35° 37' N 134° 26' E), and Hamasaka Ko lie E of Ajiro Ko.

These ports are marked by lighthouses, but they may be difficult to distinguish.

Landmarks.

Landmark	Position	Remarks
Shiro Yama	35° 35.2' N 134° 18.8' E	A mountain, 203m in height.
O Shima	35° 39.7' N 134° 30.2' E	An island, 69m in height, fully covered with bare columnar rocks. A lighthouse and a small shrine are situated.
Amarube Saki	35° 40.2' N 134° 32.4' E	A densely-forested cape. The promontory is precipitous and prominent. The water around the cape deepens abruptly. There are two lighthouses, one at the head and the other on a hillside.

Higashi Ko {East Harbour}

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Maejima Wharf	No.1 Quay	35° 28.8' N 135° 23.6' E	130	6.5 to 7	5,000 × 1	
	No.2 Quay	35° 28.9' N 135° 23.5' E	260	9	8,000 × 1	Ferry terminal is located.
	No.3 Quay	35° 28.9' N 135° 23.4' E	180	5	2,000 × 2	



Higashi Ko {East harbour in Maizuru Ko}

(Photographed in July 2015)

Maximum size of vessel handled. Cruise ship *Spectrum of the Seas* (169,379t, with a draught of 8.5m) berthed at International Warf No.1 Quay on 28 November 2025.

Mooring buoys. There are four mooring buoys for exclusive use of the Japan Maritime Self-Defense Force in the vicinity of the entrance of Section 2, two mooring buoys for exclusive use of the Maizuru Shipyard, Japan Marine United Corporation are situated 350m SE of Karasu Shima in Section 3.

Anchorage. This port is sheltered from the winds from all directions. The bottom of mud affords good holding ground. Anchorages for vessels carrying dangerous cargo are designated in Section 3.

There are two quarantine anchorages: one is situated at a position (35° 31.1' N 135° 20.5' E), NNW of Ushikuso Hana, which lies near the port entrance, mainly for vessels entering Miyazu Ko or Higashi Ko {East Harbour}, the other is situated at a position (35° 29.4' N 135° 20.4' E), S of To Shima, mainly for vessels entering Nishi Ko {West Harbour}.

Cautions for sheltering. Vessels taking refuge are ordered to anchor in Section 3, and large vessels are ordered to anchor in Kunda Wan, by Maizuru Coast Guard Office.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and other abnormal weather Countermeasures Committee of Maizuru Ko is established and they manage typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the issuing and cancelling of evacuation advisories for all vessels in the harbour. (Inquiries: Maizuru Coast Guard Office)

Kawasaki · Matsue Quay	A	35° 39.6' N 136° 03.9' E	200	7 to 7.5	10,000t × 1	
	B	35° 39.7' N 136° 03.7' E	370	8.5 to 9.5	15,000t × 2	Crane × 1.
	C					

In addition to the above, there are berths such as Hokuriku Electric Power-Tsuruga Cement Co-quay (capacity of 60,000D/W × 1) on the S side of Mariyama North Quay, and Kanegasaki A and B Quay for Patrol Vessels on the S side of Mariyama South A Quay.

Pilotage. As the Pilotage Law is not applied to Tottori Ko, pilotage is not compulsory but, pilots are available upon request. (Inquiries: Tsuruga Kairiku Unyu Kaisya, Ltd. Phone number: +81-770-22-3111)

Maximum size of vessel handled. Cruise ship *Diamond Princess* (115,875t, with a draught of 8.5m) berthed at Mariyama South Quay on 7 November 2025.

Anchorage. Jogu Wan affords a good anchorage for small vessels, with a depth of about 20m, mud bottom. Urasoko Wan has a depth of about 20m in the middle part of the bay, mud ground, serves as a shelter anchorage for vessels of 500t class except when SE wind blows strongly.

Quarantine anchorage (35° 41.0' N 136° 02.4' E) is designated in the entrance of Jogu Wan. Vessels carrying dangerous cargo must anchor in the quarantine anchorage or section 2 or 4 except for the following areas: within a circle with a radius of 0.6M centered on the tip of the Mariyama Breakwater (35° 40.8' N 136° 03.4' E) and W of the line drawn 000° from the tip of Mariyama Breakwater. Vessels anchoring must keep a safe distance from the shore.

Cautions for anchoring. Many small-sized stationary nets and rafts for aquaculture are laid within 500m offshore of the E and W coasts of Tsuruga Wan. Shelter anchorage can be obtained in Jogu Wan or Urasoko Wan when strong northerly winds are blowing.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and other abnormal weather Countermeasures Committee of Tsuruga Ko is established and they manage typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the issuing and cancelling of evacuation advisories for all vessels in the harbour. (Inquiries: Tsuruga Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone number
Tsuruga Coast Guard Office (Captain of the Port)	+81-770-22-4179
Tsuruga Branch Customs, Osaka Customs	+81-770-22-0025
Tsuruga Chosha, Fukui Transport Branch Office, Chubu District Transport Bureau	+81-770-22-0003
Tsuruga Detached Office, Osaka Quarantine Station	(Contact to Osaka Quarantine Station) +81-6-6571-4312
Fushiki Toyama Sub-station, Nagoya Hed Office, Plant Protection Station	+81-766-44-0954
Tsuruga Port and Harbour Office, Fukui Prefectural Government	+81-770-22-0369

Tugboats. Tugboats are available.

Supplies. Fresh water and fuel oil can be supplied.

Oil waste disposition facilities.

Name	Contact information	Hours of operation	Waste type	
			Waste heavy oil	Waste light oil
Fukui Prefectural Government	Tsuruga Port and Harbour Office Telephone: +81-770-22-0369	0830 – 1700	Bilge water	

Medical facility.

Name	Telephone number	Remarks
Municipal Tsuruga Hospital	+81-770-22-3611	

N Wharf	No.1 to 3 Quays	36° 12.0' N 136° 07.9' E	555	8.5 to 9.5	15,000 × 3	
	No.4 to 8 Quays		650	4.5 to 7	5,000 × 5	
	No.10 Quay	36° 12.3' N 136° 07.9' E	130	2 to 3.5	5,000 × 1	
	-5.5m Quay	36° 12.1' N 136° 07.7' E	180	4.5	2,000 × 2	
	Aseismatic Quay I		100	1.5 to 4.5	2,000 × 1	

(Note) The depth of water alongside the quays is likely to change due to drifting sands from the river. Vessels are advised to obtain the latest information from the local authorities and Notices to Mariners.

Maximum size of vessel handled. Cruise ship *PACIFIC VENUS* (26,594t, with a draught of 6.5m) berthed at North Wharf No.1 Quay on **13 September 2019**.

Sea berth. Fukui Sekiyu Bichiku Sea-Berth (36° 10.8' N 136° 04.8' E) (capacity; 300,000D/W × 1) for Fukui Petroleum Stockpiling Base is established about 2.2M SW of Fukui S Breakwater Light.

Anchorage. An area between the SE side of Kekachi Iwa (36° 13.2' N 136° 08.3' E), located near the mouth of Kuzuryu Kawa in Mikuni Ku, and about 450m upstream from there, has a depth of 4 to 6m and affords anchorages for vessels about 500t class.

Subject to conditions, an area S of N Breakwater in Fukui Ko is available for anchoring.

Precautions for anchoring. The bottom of Kuzuryu Kawa is composed of sand accumulated about 1m on rock ground, affords poor holding ground. There is a risk of dragging anchor during the rainy, typhoon and thaw season. An area extending between Mikuni Breakwater and Katsu Saki has a depth of 4m or less, and the bottom is sand or rock, poor holding ground, not suitable as anchorage except when easterly winds blow.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Countermeasures Committees of Fukui Ko is established and they manage damage prevention countermeasures, such as the communication of information, warnings, and the issuing and cancelling of evacuation advisories for all vessels in the port. (Inquiries: Fukui Coast Guard Station)

Maritime authorities and facilities.

Name	Telephone number
Fukui Coast Guard Station (Captain of the Port)	+81-776-82-4999
Fukui Branch Office, Nagoya Regional Immigration Services Bureau	+81-776-28-2101
Fukui Sab-branch, Tsuruga Branch Customs	+81-776-22-1832
Fukui Port and Harbour Office, Fukui Prefectural Government	+81-776-82-1120

Tugboats. Tugboats are available.

Supplies. Fresh water, fuel oil and ice can be supplied in Mikuni Ku. Fresh water can be supplied on quays of N Wharf in Fukui Ku.

Repairs. A shipyard that can accommodate vessels up to 100t is situated W of N Wharf in Fukui Ku.

Medical facility

Name	Telephone number	Remarks
Sakai Municipal Mikuni Hospital	+81-776-82-0480	

Anto Misaki to Taki Saki (Chart JP1169)

Outline. The coast between Anto Misaki and Taki Saki is a stretch of sandy beaches extending NE, for about 50M. Ports including Shioya Ko (36° 18' N 136° 15' E), Hashitate Gyoko (36° 21' N 136° 19' E), Kanazawa Ko, Taki Ko (36° 55.2' N 136° 45.4' E, Port code; JP TKI) are situated along the coast.

Tidal streams. It is reported that flood current sets onshore and the ebb current sets offshore. An onshore setting current with a speed of about 0.9kn has been observed during the flood.

The flood current sets S and ebb sets N with a speed of 0.3kn or less off Taki Ko.

Facilities.

Name	Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Ohama Wharf	36° 37.6' N 136° 36.4' E	400	12 to 13	30,000 × 1	Multipurpose international container terminal.
Sekiyu Quay	36° 37.1' N 136° 36.6' E	600	5 to 7	5,000 × 6	
Gorojima Wharf	36° 36.9' N 136° 37.0' E	240	2.5 to 6	10,000 × 1	
Gokuden Wharf	36° 36.6' N 136° 37.3' E	540	7 to 10.5	12,000 × 3	Two gantry cranes.
Tomizu Wharf	36° 36.5' N 136° 37.1' E	370	7.5 to 8.5	12,000 × 2	
Muryoji Wharf	No.1	70	2.5 to 3.5	2,000 × 1	
	No.2, No.3	320	4 to 10	100,000t × 1	Kanazawa port cruise terminal.
Muryoji Jetty	36° 36.6' N 136° 36.6' E	270	2.5 to 5.5	2,000 × 3	
Ono Quay	36° 36.8' N 136° 36.5' E	180	3.5 to 4.5	1,000 × 3	

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at Ohama Wharf on 7 November 2025.

Anchorage. The bottom is fine sand in the area around 0.7 to 1M NW from N of the former Kanaiwa Ko (36° 36.2' N 136° 35.4' E), with a depth of 11 to 16m, slopes gently to seaward. A number of fishing facilities are set out. Care must be exercised when anchoring. A quarantine anchorage is situated about 1.4M NW of Ono Light.

Cautions for anchoring. The port is not suitable for anchorage because there is a risk of dragging anchor when strong NW winter monsoon is blowing.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and other abnormal weather Countermeasures Committee of Kanazawa Ko is established and manages communication of information for all vessels in the port. Moreover, it should be noted that Captain of the Port may recommend subject to Port Regulation Law concerning actions, such as warnings, and the issuing and cancelling of evacuation advisories. (Inquiries: Kanazawa Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone number
Kanazawa Coast Guard Office (Captain of the Port)	+81-76-267-0511
Kanazawa Branch Customs, Osaka Customs	+81-76-268-9181
Kanazawa-Nanao Detached Office, Niigata Quarantine Station	+81-761-21-3767 (Komatsu Airport Branch Office)
Komatsu Sub-branch, Chubu Airport Branch, Animal Quarantine Station	+81-761-24-1407 (Komatsu Airport)
Komatsu Airport Sub-branch, Fushiki-Toyama Sub-station, Nagoya Plant Protection Station	+81-761-24-1406
Kanazawa Sub-branch, Nagoya Regional Immigration Services Bureau	+81-76-222-2450
Kanazawa Port and Harbour Office, Ishikawa Prefectural Government	+81-76-268-1201

Ferryboats. Ferryboats are available.

Tugboats. Tugboats are available.

Supplies. Fresh water can be supplied. Fuel oil supply barges are available.

Repairs. There is a shipyard that can accommodate vessels of up to 100t.

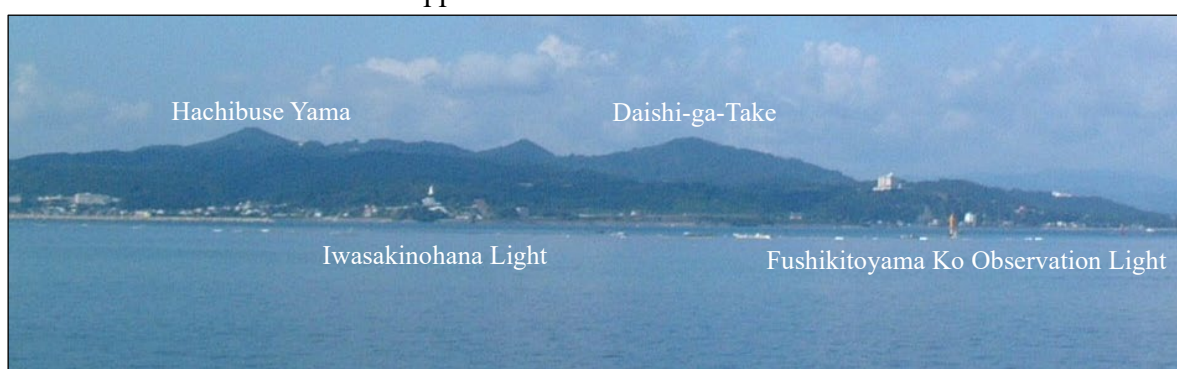
occurred in the vicinity of the entrance of Kokubu Ku. Maritime authority requires vessels entering Kokubu Ku to maintain minimum under keel clearance of $\{\text{draught} \times 1/10 + \text{wave height} \times 2/3\}$.

Facilities.

Name	Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Kokubu No.1 Quay	36° 48.1' N 137° 03.5' E	95	5	2,000 × 1	For the petro-products.
Kokubu No.2 Quay	36° 48.1' N 137° 03.4' E	65	3 to 4.5	1,000 × 1	For the petro-products.
Kokubu No.3 Quay		140	3 to 4	1,000 × 2	

Supply. Fresh water can be supplied.

Approaches to Iwasaki-no-Hana



Seen from the NE

Fushiki Ku and Approaches (Chart JP1162^A)



(Photographed in August 2020)

Outline. Fushiki Ku lies in the mouth of Oyabe Kawa and has been one of the major trading ports since old times. The coast is backed by an industrial zone. The main products handled here are timbers and petroleum products. Water may turn yellowish colour when snow thaws in spring and rivers are in flood and the buoys marking fishing nets may not be easily distinguished. Abnormal waves may be caused by the influence of winds and river flow.

Passage. Fushiki Passage, with a length of 2.2M and a width of 350 to 550m, is established from the harbour limit to Fushiki Ku. The channel has some bends, which are marked by light buoys. The Navigable passage is illuminated by Fushiki Directional Light (with a width of 5°, centred on a line bearing of 227.9°).

Overhead bridge. There is a bridge called Fushiki Man-yo O-hash Bridge (36° 47.3' N 137° 03.5' E, About 9m in

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Public Wharf	No.1 Quay	36° 46.1' N 137° 06.6' E	280	13.5 to 14	55,000 × 1	Crane
	No.2 Quay	36° 46.1' N 137° 06.5' E	280	14	55,000 × 1	Crane. Conveyor
	No.3 Quay	36° 46.1' N 137° 06.4' E	275	9 to 10	15,000 × 1	Crane
	No.5 Quay	36° 46.2' N 137° 06.1' E	130	7.5	5,000 × 1	
	No.6 Quay	36° 46.2' N 137° 06.1' E	130	7.5	5,000 × 1	
	No.7 Quay	36° 46.2' N 137° 06.0' E	60	4	700 × 1	
	No.8 Quay	36° 46.2' N 137° 05.9' E	60	Unsurveyed	700 × 1	
N No.1 Quay		36° 46.4' N 137° 06.3' E	280	12.5 to 13	30,000 × 1	Gantry crane. Aseismic quay
N No.2 Quay		36° 46.4' N 137° 06.1' E	185	7 to 10	15,000 × 1	
N No.3 Quay		36° 46.4' N 137° 06.0' E	60	5 to 5.5	700 × 1	
N No.4 Quay		36° 46.4' N 137° 06.5' E	128	12	30,000 × 1	Gantry crane.
S Suirō Pier		36° 46.0' N 137° 06.7' E	36	6	3,000 × 1	
E No.1 Quay		36° 45.4' N 137° 07.8' E	185	8 to 9.5	15,000 × 1	
E No.2 Quay		36° 45.5' N 137° 07.7' E	185	6 to 8.5	15,000 × 1	
Kaio Quay		36° 46.7' N 137° 06.6' E	220	7	15,000t × 1	

Maximum size of vessel handled. LNG carrier *SERI ALAM* (95,729t, with a draught of 12.43m) berthed at the LNG Berth in the Toyamashinko Thermal Power Station on 4 October 2018.

Anchorage. On E side of Shinminato Passage, there is an anchorage surrounded by six light buoys including Shinminato Offing Vessel Anchorage East A – C Light Buoys (36° 47.3' N 137° 08.7' E) and Shinminato Offing Vessel Anchorage West A – C Light Buoys (36° 47.4' N 137° 08.3' E). Anchoring is prohibited from sunset to sunrise. Vessels should stay clear of the stationary nets laid in the E and W of the anchorage area.

Maritime authority and facility.

Name	Telephone number
Toyama-Shinko Administration Office, Toyama Prefectural Government	+81-766-84-8292

Medical facility.

Name	Telephone number	Remarks
Imizu Municipal Hospital	+81-766-82-8100	

Maritime traffic. Ferryboats (commonly known as Koshinogata Ferry) (44t and 46t) ply frequently, across the fairway located S of the Shinminato O-hashī Bridge.

Toyama Ku and Approaches (Chart JP1162^A)

(Photographed in September 2020)

Supplies. Fresh water and fuel oil can be supplied.

Maritime authorities and facilities.

Name	Telephone number
Kashiwazaki Sub-branch, Niigata Branch Customs	+81-257-23-3312
Regional Construction Division, Kashiwazaki Regional Promotion Bureau, Niigata Prefectural Government	+81-257-21-6302

Medical facilities.

Name	Telephone number	Remarks
Kashiwazaki Cyuou Hospital	+81-257-23-6254	
Niigata Hospital, National Hospital Organization	+81-257-22-2126	

Niigata Ko (37° 59.0' N 139° 06.6' E) (Charts JP1155^A, JP1155^B, JP1197) (Port code; JP KIJ)

Port classification. Specified port, open port, quarantine port, immigration port, domestic animal quarantine port, plant protection port, international hub port.

Outline. Niigata Ko is a specified port as well as an international hub port, situated in Niigata city, and used as the gateway to Niigata area. The port consists of Nishi Ku, Higashi Ku and Outer Harbour. Commonly, Nishi Ku is called Nishi Ko and Higashi Ku is called Higashi Ko.

Nishi Ku is located at the mouth of Shinano Kawa and is used by car ferries, passenger ships and hydrofoils. The water depth often changes due to drifting sands. Therefore, continuous dredging has been conducted in Nishi Ku.

Higashi Ku is an artificial inner port and is an international distribution centre, which lies 8M E of the mouth of Shinano Kawa. The largest power station in NW coast of Honshu, which handles more than **three** million tons of LNG, is situated at the mouth of Higashi Ku. There is a container terminal with an aseismic quay. The importance of the role of Higashi Ku as an international trading port is on increase.

Weather and climate. The NW monsoon dominates in winter which occurs in 3 to 6 day cycle. Southerly winds are dominant from April to October, and westerly winds become dominant from November.

Gusty winds, which caused by a low pressure originating in the South China Sea and developing in the Japan Sea, blow from SW to W from late winter to early spring.

Winter violent storms may generate waves reaching 6 to 7m in height.

Tidal streams. The tidal currents at Nishi Ku set NE or SW at a speed of 0.5kn or less. In the vicinity of the mouth of Shinano Kawa, the mean speed of tidal current is about 1kn, may set E from the end of E Breakwater.

Tides. Mean Higher High Water is 0.3m, Mean Lower Low Water is 0.1m, and Mean Sea Level is 0.17m.

Marine disasters. There was stranding accident near the entrance of Nishi Ku. In January 1999, a cargo ship grounded the No. 1 W Breakwater after dragging anchor.

Obstruction. An obstruction exists about 5.4M NNW of the mouth of Agano Kawa.

Precautions for entering the port. There is a risk of dragging with strong NW winds when entering the port in winter.

Course indicator signals.

Indication of course and destination (Japan Coast Guard Public Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010).

Signal	Symbol showing the route in the port	Meanings of signal
2nd substitute over Flag W	 W	Proceeding to the mooring facilities of Nishi Ku located on the W bank of Shinano Kawa.

should not be used as anchorage.

- As a general rule, vessels intending anchor in Outer Harbour off Higashi Ku should anchor in the area W of W Breakwater in Higashi Ku. Vessels are required to choose appropriate location for the vessels' capabilities and check the position of the charted submarine cables as well as fish havens laid in the vicinity.

- The recommended anchorage for tankers, including tankers carrying dangerous substances or heavy oil, in the Outer Harbour are as follows:

- Vessels of deep draught bound for Nishi Ku should anchor within a circle of radius 800m centred on a position 37° 58.0' N 139° 01.9' E, approximately, 1.8M and 284° from Niigata Ko Nishi Ku W Jetty Light. Other vessels bound for Nishi Ku should anchor within a circle of radius 500m centred on a position 37° 57.2' N 139° 02.3' E, approximately, 1.5M and 260° from Niigata Ko Nishi Ku W Jetty Light.

- Vessels of deep draught bound for Higashi Ku should anchor within a circle of radius 800m centred on a position 38° 00.6' N 139° 11.7' E, approximately, 1.8M and 252° from Niigata Ko Higashi Ku W Breakwater Light (38° 01.2' N 139° 13.9'E). Other vessels bound for Higashi Ku should anchor within a circle of radius 400m centred on a position 38° 00.2' N 139° 12.3' E, approximately, 1.6M and 232° from Niigata Ko Higashi Ku W Breakwater Light.

- Vessels equipped with radio telephone are required to report their anchorage positions in Outer harbour to the Captain of the Port immediately. Vessels at anchor are required to keep a watch on VHF ch16 to check the instruction or guidance given by the Captain of the Port.

- When stormy weather is expected, vessels should take the following precautions: keep visual watch on anchor, check their position, have the engines on standby, and obtain the latest weather information. If necessary, use an additional anchor, or evacuate from the anchorage.

- Vessels should use Outer Harbour only for temporary stay in winter. When seasonal violent storm is expected, vessels should leave there as early as possible and take refuge anchorage in Sado Shima side. Vessels can obtain refuge anchorages offshores of Ryotsu Ko (38° 04.8' N 138° 26.0' E) and Akadomari Ko (37° 52.1' N 138° 26.0' E). Otherwise, stay in Sado Kaikyo, the S side of Sado Shima without anchoring.

- Mariners should carry appropriate nautical charts and Sailing Directions on board and obtain latest information on construction works or operations which are underway in the harbour. The information is released through Notices to Mariners and other publications.

Precautions for anchoring. Vessels at temporary anchors while waiting for a berth may experience dragging anchor caused by strong winds in winter.

Typhoon and tsunami safety measures. In order to prevent marine accidents caused by typhoon, tsunami and other severe weather condition, the Tsunami and Typhoon Countermeasures Committee has been established within the Niigata Prefecture Eastern Port Oil Spill Response Council. The Committee provides guidance to vessels in port and other relevant parties on disaster prevention measures, including dissemination of information, the issuing and lifting of alerts, evacuation advisories and restrictions on port entry. Inquiries: Niigata Coast Guard Office

Tugboats. Tugboats are available in both Higashi Ku and Nishi Ku.

South Wharf Quay			37° 55.7' N 139° 03.9' E	288	5.5 to 7	5,000 × 2	
Bandaijima Wharf	Wharf Quay		37° 55.6' N 139° 03.7' E	391	3 to 6	3,000 × 3	
	Face Quay		37° 55.8' N 139° 03.8' E	90	4.5 to 5.5	300 × 2	For hydrofoils.
	Right Bank of Shinano Kawa	No.1 Berth Quay	37° 55.8' N 139° 03.7' E	193	4.5 to 6.5	6,000 × 1	For car ferries.
		No.2 Berth Quay	37° 55.7' N 139° 03.6' E	193	4 to 5	6,000 × 1	For car ferries.
		No.3 Berth Quay	37° 55.6' N 139° 03.6' E	136	3 to 5	2,000 × 1	Both ends of N and S of Berth Quay are shallow.

In addition to the above, there is the Rinko Wharf.

Maritime authorities and facilities.

Name	Telephone number
The 9th Regional Coast Guard Headquarters	+81-25-285-0118
Niigata Coast Guard Office (Captain of the Port)	+81-25-244-1008
Hokuriku Shinetsu District Transport Bureau	+81-25-285-9156
Niigata Branch Customs	+81-25-244-9312
Niigata Quarantine Station	+81-25-241-2323
Niigata Sub-station, Yokohama Plant Protection Station	+81-25-244-4401
Niigata Branch Office, Tokyo Regional Immigration Services Bureau	+81-25-275-4735
Niigata Port and Harbour Office, Niigata Prefectural Government	+81-25-247-9131

Supplies. Water supply facilities and fuel oil supply barges are available.

Repairs.

Name	Telephone number	Remarks
TSUNEISHI MIHO SHIPBUILDING Co., Ltd.	+81-25-222-6121	

Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Aoki Environmental Enterprise Co., Ltd.	+81-25-255-3360	0800 – 1700	check in advance.	

Medical facilities.

Name	Telephone number	Remarks
Niigata Rinko Hospital	+81-25-274-5331	
Niigata Bandai Hospital	+81-25-244-4700	

Maritime traffic. There are services of car ferries (5,855t, 5,380t) and hydrofoils between Niigata Ko and Ryotsu Ko

East Wharf No.1 Quay		37° 58.6' N 139° 14.1' E	280	14	50,000 × 1	Crane.
South Wharf	Timber No.1 Quay	37° 58.3' N 139° 14.2' E	185	9.5 to 10	18,000 × 1	Timber marshalling yard is located E side of this quay.
	Timber No.2 Quay	37° 58.3' N 139° 14.1' E	185	9.5 to 10	18,000 × 1	
West Wharf	No.1 Quay	37° 58.1' N 139° 13.9' E	130	6 to 7	5,000 × 1	Aseismic quay. Container crane.
	No.2 Quay	37° 58.2' N 139° 13.8' E	185	9 to 9.5	15,000 × 1	Container crane.
	No.3 Quay	37° 58.2' N 139° 13.6' E	350	11.5 to 12	30,000 × 1	Container crane × 2.
	No.4 Quay	37° 58.1' N 139° 13.4' E	250	11.5 to 12	30,000 × 1	Aseismic quay. Container crane.
Central Wharf W Quay		37° 59.0' N 139° 13.5' E	232	12 to 12.5	40,000 × 1	
West No.3 Pier		37° 59.5' N 139° 13.1' E	118	7.5	5,000 × 2	These piers have two faces, namely, A and B, and each face can accommodate one vessel.
West No.2 Pier		37° 59.5' N 139° 13.0' E	135	7 to 7.5	5,000 × 2	
West No.1 Pier		37° 59.6' N 139° 13.0' E	135	6.5 to 7.5	5,000 × 2	

In addition to the above, there is a basin (about 4m in depth) inside the breakwater in the head of port.

Supplies. Fresh water and fuel oil can be supplied.

Maritime authorities and facilities.

Name	Telephone number
Higashi Ko Branch Office, Niigata Port and Harbour Office, Niigata Prefectural Government	+81-25-256-2503
Higashi Ko Sub-branch, Niigata Branch Customs	+81-25-256-3458

Paragraph 7 Sado Shima (38° 06.2' N 138° 21.0' E) (Chart W122)

Outline. Sado Shima has a length of about 65km in a N-S direction and width of about 35km at its widest point, and is separated from the mainland by Sado Kaikyo with a least width of about 17M between Kakuda Misaki and the opposite shore, depths of about 100 to 500m.

Two ranges of mountains run parallel, and they appear to be two islands when seeing from NE or SW.

N mountain range is called O-Sado Sanchi, whose highest peak is Kinpoku San (1,172m in height). S mountain range is called Ko-Sado Kyuryo whose highest peak is Ochi Yama (646m in height). Kuninaka Heiya lies between these mountain ranges. Ryotsu Wan lies E end, and Mano Wan lies W end of Kuninaka Heiya, respectively. The area N of the plain is called O-Sado, and the area S of the plain is called Ko-Sado.

The vicinities of SW end of Ko-Sado, and the NW coast of O-Sado called Soto-Kaifu Kaigan, both are designated as Quasi-national parks. These coasts are composed of sea-eroded cliffs. Numerous rocks (above water or sunken) are scattered along the coast up to about 1M offshore. These coasts are exposed to wind and waves except the coastline of Mano Wan. There are no dangers beyond 0.5M off the E coast except for the S part of it. The 200m contour line runs about 1M offshore in places.

Tidal streams. The flood current sets SE and the ebb current sets NW at a speed of 0.5kn or less. Currents reverse its direction about 1 hour after High Water and Low Water.

Sawasaki Hana to Dai-ga-Hana (Charts W122, W167)

Landmarks.

Landmark	Position	Remarks
Sawasaki Hana	37° 49.3' N 138° 12.3' E	A cliffy cape at the SW end of Sado Shima, a lighthouse stands on it.

Ohama	Ohama - 4.5m No.1 Quay	39° 46.2' N 140° 02.9' E	60	3	700 × 1	
	Ohama - 4.5m No.2 Quay	39° 46.2' N 140° 03.0' E	60	2 to 3	700 × 1	
	Ohama - 10m No.1 Quay	39° 46.4' N 140° 03.0' E	185	9.5 to 10	15,000 × 1	
	Ohama - 10m No.2 Quay	39° 46.2' N 140° 02.9' E	185	9 to 9.5	15,000 × 1	
	Ohama - 10m No.3 Quay	39° 46.0' N 140° 02.9' E	185	9 to 9.5	15,000 × 1	
Honko	Nakashima No.1 Quay	39° 45.3' N 140° 03.5' E	161	8.5 to 10	10,000 × 1	
	Nakashima No.2 Quay	39° 45.4' N 140° 03.4' E	185	10 to 10.5	15,000 × 1	
	Nakashima No.3 Quay	39° 45.5' N 140° 03.3' E	185	10	15,000 × 1	
	North Wharf A Quay	39° 45.3' N 140° 03.5' E	122	6 to 7	5,000 × 1	
	North Wharf B Quay	39° 45.3' N 140° 03.6' E	155	6 to 6.5	5,000 × 1	
	South Wharf C Quay	39° 45.2' N 140° 03.6' E	155	4.5 to 5	2,000 × 1	
	South Wharf D Quay	39° 45.1' N 140° 03.6' E	90	5.5	2,000 × 1	
Shimohama - 5m Quay		39° 45.0' N 140° 03.8' E	345	3.5 to 5	1,000 × 4	Fish market.
Inter Harbour Naiko	Terauchi Wharf	39° 44.7' N 140° 04.0' E	200	6 to 7	5,000 × 2	
Mukaihama	Mukaihama - 7.5m No.1 Quay	39° 44.9' N 140° 03.7' E	130	7	5,000 × 1	
	Mukaihama - 7.5m No.2 Quay		130		5,000 × 1	
	Mukaihama - 10m No.1 Quay	39° 45.0' N 140° 03.4' E	186	8.5 to 9	15,000 × 1	
	Mukaihama - 10m No.2 Quay	39° 45.1' N 140° 03.3' E	186	8 to 8.5	15,000 × 1	
	Mukaihama - 10m No.3 Quay	39° 45.2' N 140° 03.2' E	185	8.5 to 10	15,000 × 1	
	Mukaihama - 12m Quay	39° 45.3' N 140° 03.1' E	240	12	30,000 × 1	

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at the Nakashima No.2-3 Quays on 6 November 2025.

Anchorage. Vessels carrying dangerous cargos shall anchor in Section 2.

Maritime authorities and facilities.

Name	Telephone number
Akita Coast Guard Office (Captain of the Port)	+81-18-845-1624
Akita Funakawa Branch Customs	+81-18-845-0735
Akita Transport Branch Office, Tohoku District Transport Bureau	+81-18-863-5811
Akita Branch Office, Sendai Regional Immigration Service Bureau	+81-18-895-5221
Akita Sub-branch, Niigata Branch Office, Yokohama Plant Protection Station	+81-18-845-1411
Akita-Funakawa Detached Office, Sendai Quarantine Station	+81-18-846-8280
Akita Port and Harbour Office, Akita Prefectural Government	+81-18-845-2021

Tugboats. Tugboats are available.

Supplies. Fresh water and fuel oil can be supplied. Fuel oil supply barges are available.

Medical facilities.

Name	Telephone number	Remarks
Akita City Hospital	0570-01-4171	For domestic call
Akita Welfare Medical Center	+81-18-880-3000	

Maritime traffic. There are services of car ferry (18,229t) between Tsuruga Ko and Tomakomai Ko, calling at Akita Ko and Niigata Ko.